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WHY WIVES GET PEEVED

to the east and reached by a good road. At Santa Rosalia the car was placed aboard a boat and shipped to Guaymas, almost directly across the 90 miles of Gulf. On the Sonora mainland the route northward to the border was by way of Hermosilla, Magdalena and Nogales. After what the Buick had been through the roads on the Mexican mainland seemed like a speedway. By way of Tucson the first night was spent in Gila Bend, Ariz. Starting on the last leg of the remarkable trip at 6 o'clock in the morning, the Buick arrived in front of the Howard Automobile Company's building in Los Angeles at 6 o'clock in the evening. The 488 miles from Gila Bend had been covered in just 12 hours. That best tells the story of how well the Buick withstood the terrible gruelings.

Checking up the next day, the Howard mechanics found that the sum damage to the sedan were innumerable scratches on the body and one bent strut-rod beneath, where a large rock had been struck. And Franklin and his companions will take oath that they did not put in one drop of oil from the time they started until their return. Moreover, they add that they did not devote one minute of mechanical attention to the car on the entire trip.

Franklin today points with more pride than ever to the tire cover lettering, "The Car That Goes Everywhere."

Mrs. A. W. Clark is enjoying a week's vacation from her duties in the office of Attorney P. G. Briney.

Mr. and Mrs. Ellis Harder report a delightful holiday visit at Big Creek.

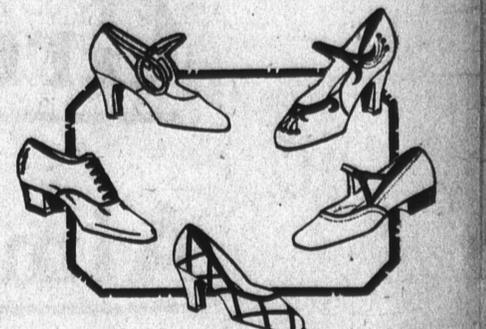
Mr. and Mrs. J. M. Fitzhugh of Arlington avenue will leave this weekend for a two-weeks trip to the High Sierras.

Mr. and Mrs. D. C. Turner of Gramercy avenue were weekend visitors in Venice.

A holiday party at Kagel Canyon over the holidays included Mr. and Mrs. E. N. Tomkins, Mrs. M. L. Acree, Mr. and Mrs. J. R. Riehart, and Mr. and Mrs. R. G. Tomkins of Gramercy avenue.

Mr. and Mrs. Joe Burnett of Albuquerque, N. M., were hosts of guests of Mr. and Mrs. L. J. Acree of Gramercy avenue. Mr. and Mrs. Burnett are on a sightseeing trip to Alaska.

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We have been requested by many customers who were unable to get waited upon in the rush last week to continue the **DRASTIC REDUCTIONS** on Men's, Women's and Children's Footwear— which we are doing for a **SHORT TIME**.

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Buick Adventurers Break Trail Over Desert Wilderness in Long Run Through Lower California

As details of the amazing trip into Lower California made by "Outdoor" Franklin in a Buick sedan are unfolded, the exploit grows in daring and wonderment. That a motor car could penetrate so far into this desert-hearted, cacti-barren wilderness where wheel tracks never had been made before is one of the most convincing proofs of Buick endurance and sturdiness yet offered, says R. S. Flaherty, Buick dealer here.

The bold blazing of a trail into the heart of the peninsula which has resisted man's development efforts for four centuries has brought California motorists a graphic picture of what the mysterious "Mother of California" really is. For the most part Lower California remains today as it was when the Spanish conquistadores withdrew after a century and a half of unsuccessful efforts to colonize the land which had been pictured as a fabulous country of riches.

Missions Decayed

Only in a few places has there been permanency of development. The chain of missions established by the early Jesuits have fallen into decay with very few exceptions and road building has only begun. But lettered on the tire covers of Franklin's Buick are the words, "The Car That Goes Everywhere." So the forbidding conditions to be faced in Lower California did not daunt Franklin. And upon the fulfillment of the faith placed in the Buick depended the lives of Franklin and his companions.

In this, the most daring of his many exploits, the Buick road scout drove 680 miles to accomplish a point 560 miles by air line below the border. Of this distance, 180 torturing miles—from Onyx to San Ignacio—were through a section traversed heretofore by pack animals only. And in this man's trap, with temperatures registering 120 daily on the thermometer in the car, just three water holes were found.

It was through the courtesy and co-operation of Gov. Rodriguez that the trail-blazing trip was made possible. The governor armed Franklin with passes and letters that proved invaluable. Gov. Rodriguez is vitally interested in road extension projects southward from the border to Santa Rosalia on the eastern coast at the southern boundary of this territory.

Have Native Guide

Accompanying Franklin were Jack McDowell of the Howard Automobile Company of Los Angeles; mechanical forces; C. W. Hutton of the Los Angeles Museum; Lou Boreneo, interpreter; and Angel Higuera, a native guide. Hutton was forced to return to Los Angeles before the trip was completed because of blood poisoning caused by cactus wounds.

The car which made a new record for mechanical endurance was the Buick sedan which Franklin has used in his general road scouting work.

Leaving Los Angeles, the first part of the trip was an easy jaunt to Mexicali, where the official permits were obtained from Gov. Rodriguez. Then the more or less familiar road to Ensenada on the west coast was followed. Although rough in places there is nothing in the drive from Mexicali to Ensenada to cause the ordinary motorist any serious trouble.

Anyone attempting to drive south from Ensenada is warned by Franklin to take plentiful supplies of gasoline and water, which may be obtained at this port. The Ensenada gasoline price at the time Franklin visited there was 40 cents a gallon.

With supplies replenished at Ensenada, Franklin started southward over the wagon road which has been opened nearer the coast, taking the place of the old padre trail further inland. From Ensenada to Onyx, 258 miles, the road varies from "rough" to "passable." The highest speed practical over this section of the trip was 40 miles an hour. The road is merely wheel tracks from which the larger rocks have been rolled.

Being close to the coast, the low rolling hills over which the route runs are covered with scrub verdure with fields of low cactus. There are four places where water may be found in the stretch between Ensenada and Onyx, being Santo Thomas, Hatfield Hamilton's ranch, San Quintin, and Rosario.

See Big Mine

The Buick made the trip from Ensenada to Onyx in two long hard days, giving the members of the party, however, only a suggestion of the hard work that lay beyond. Onyx is an American camp where the largest onyx mine yet found is being worked. The onyx bar which you may proudly have installed on the gear-shift lever of your car came from this mine. Also virtually all of the onyx soda fountains and onyx bank fixtures used in Southern California originated here.

Again the gasoline supply was brought up to capacity at Onyx and belts were tightened up for the real work which was to begin there. For southward from Onyx there was not even a wagon road. Transportation through the centuries has been confined largely to mules, the conditions being too severe even for horses. So it was only faint mule trails that Franklin and his companions had to follow.

The character of the country, too, changed. The hills, thickly cut with dry arroyos, were more abrupt and covered with loose volcanic rock ranging in size from an apple to small boulders. The cacti, too, were larger and thicker, being higher than the top of the sedan in many places. And it was 50 miles, the natives said, to the first water hole.

He Breaks Trail

With this forbidding barrier, as resistant today as it was when the padres first picked their trails through it, Franklin boldly started to make the first wheel tracks. It was a man-breaking job that the travelers confronted. Rocks too large to be climbed by the car had to be rolled aside. And when this was not the case axes had to be brought out for the clearing of a way through cacti.

Adding further difficulties was the uneven character of the heavy roadway. The mountain sides that had to be climbed, with only loose rock underneath for the grip, sometimes ran as high as 45 percent, as shown on the gradeometer of the car. Literally going over the top of the Saragay Mountain of the Sierra San Borjas range, the instrument showed the Buick fighting a 45 percent grade!

The first day out of Onyx was a banner day for Franklin. He piled up the high mark of 8 1/2 miles. That seems very slow progress, but it was fast as compared to the progress of the next day, when between sunup and sundown just one and one-tenth miles were covered. Boulders larger than the Buick were so thick that it seemed the expedition must end there. But by using block and tackle with the power of the car these barricades were laboriously moved aside, one by one.

The interest in the work was heightened by the presence of rattlers, which keenly resented this invasion of their long-undisturbed homes. In all the trip Franklin and his companions killed 32 rattlers and two Gila monsters. And

be it remembered, Franklin says, they were not hunting for the reptiles, killing only those that tried to obstruct the path.

It was a killing sun under which the Buick explorers labored. The thermometer hanging in the shade inside the car registered 100 degrees within a few minutes after sunup and increased toward the middle of the day to 120. But despite this heat it was necessary for the party to be on water rations. This meant that not until noon could the workers quench their parched lips. The afternoon drink was given in the form of coffee at the evening meal.

And in the entire trip from Onyx south the only "sweet" water the party obtained was when a life-saving thunder storm came. It was a timely relief, for the water supply had been reduced to three quarts. By stretching canvas Franklin caught 13 gallons and the party was in high glee.

It was a good thing the explorers had been refreshed, for the following day was one of the most terrible experiences. With a humidity lingering in the air the next morning the sun literally steamed the desert and throughout the day the party had to cut its way foot by foot through a forest of giant mesquite cacti. The members suffered painful cuts, for everything that grows on its desert—not cacti alone—is armored with penetrating spines.

Has Souvenir

The party had to divide time between cactus-cutting and repairing punctures caused by the thorny growth. This particular day there were 23 punctures and Franklin brought home as a souvenir one tube which had 121 patches piled on over desert-made punctures.

A dry lake, four miles across, was a happy relief in the fourth day's going. This was a genuine speedway and for the first time since leaving Onyx high gear could be used. The record mileage of 21 miles was piled up that day.

The fifth day brought the Buick into the Llano Colorado country, with a fantastic forest of gigantic gardones, the multi-armed cactus, which averaged 45 to 50 feet high. This mesa, averaging 2100-foot elevation, is called, appropriately enough, Llanos del Perdido (Plains of the Lost) and is the beginning of the Vizcaino desert, which stretches away 100 miles to San Ignacio on the south.

It required 14 back-breaking days to fight this desert, in which the towering gardones, cirio spires, ocotillo and cholla cacti, together with dense mesquite, were continuous obstacles. A new heart-trying condition developed here in the form of a powder-like bottomless sand into which the car often sank hub-deep. So treacherous was this sand at one point that two entire days were spent in moving forward 300 feet!

And the nearest water was at San Ignacio.

Adding to the difficulties of the cacti and sand were a continuous succession of arroyos and washes, averaging 20 feet deep. Down into these ever steep, crumbling banks the car was driven, and Franklin says if there ever was a time when he blessed the designer of Buick four-wheel brakes it was then. Getting into the washes was only a part of the trouble. Getting out was an equal problem. But Franklin says that the Buick motor was as efficient on the pull-outs as the brakes were on the drop-downs.

In all his motor wandering over the trails of the west and south-west, Franklin declares that he never was greeted by such a heavenly sight as when the Buick emerged from the desert and below him in a little green, palm-groved valley lay San Ignacio, the end of the pathfinding battle and southern outpost of Governor Rodriguez' territory.

And Then for Home

Resting in the blissful quiet and shade of the palms two days, the Buick party began the homeward return by way of Santa Rosalia, the port on the gulf side 50 miles

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